



# SAFETY Network

January 2013

[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)

## 'Kelsey's Law' to prohibit cell phone use by Level 1 and Level 2 drivers

Gov. Rick Snyder recently signed "Kelsey's Law," which prohibits cell phone use for anyone driving on a Level 1 or Level 2 graduated driver license in Michigan. The law goes into effect March 28.

The new law is named in honor of Kelsey Raffaele, 17, of Sault Ste. Marie, who died in a cell phone-related crash in 2010. Her mother,

Bonnie, was the driving force behind getting this legislation passed.

Violations will be a civil infraction with a fine up to \$100 as well as possible additional costs up to \$100. There are no points with this civil infraction. Using a vehicle's integrated hands-free phone system or using cell

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## Registration is open for 18th annual Michigan Traffic Safety Summit



Registration is open for the 18th annual Michigan Traffic Safety Summit, March 26–28, at the Kellogg Hotel & Conference Center in East Lansing.

Attendee and nonprofit vendor registration is \$85 on or before February 28 and \$125 after February 28.

New for 2013, a for-profit early registration is \$250 on or before February 28 and \$395 after February 28.

General session topics and speakers include:

- >> *The Foundation for Success: Ethics*, Undersheriff Chris Swanson, Genesee County Sheriff's Office
  - >> *Rethinking Strategies on Marijuana Use*, Kevin A. Sabet, Ph.D., Director, Drug Policy Institute, University of Florida, Gainesville, Florida
  - >> *Ally and Kelsey: Lives Cut Short by Distracted Driving*, Bonnie Raffaele and Laurel Zimmerman
  - >> *Curbing Teen Driver Crashes*, Pam Fischer, Principal, Pam Fischer Consulting, Long Valley, New Jersey
- In addition, a networking reception will be included March 26 from 5-7 p.m. at the Kellogg Center.

Attendees, exhibitors, and speakers must register for the Summit online at [mi.train.org](http://mi.train.org). Registration instructions and agenda updates can be found at [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp).

## New campaign urges U.P. motorists: Drive Slow on Ice and Snow

A new traffic safety campaign launched at the beginning of the winter driving season encourages Upper Peninsula (U.P.) drivers to slow down in snow or icy driving conditions to reduce weather-related crashes, injuries, and traffic deaths. The effort focuses on the U.P. because this area experiences the longest and harshest winter driving conditions in the state.

Sponsored by the Michigan Office of Highway Safety Planning, the campaign is supported with federal traffic safety funds and includes radio and TV public service announcements and flyers.

The majority of winter driving crashes can be attributed to drivers going too fast for the roadway conditions. When this happens, drivers can lose control and begin to leave the roadway.

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## Saxton, Shea appointed to GTSAC

Calhoun County Sheriff Matthew Saxton and Jennifer Shea, a pediatric injury prevention specialist at C.S. Mott Children's Hospital, were recently appointed to the Governor's Traffic Safety Advisory Commission by Governor Rick Snyder.

Saxton replaces former Calhoun County Sheriff Allan Byam to represent local government on the commission and will serve the remainder of the term expiring May 27, 2013. Saxton was elected as Calhoun County sheriff in November and has served various roles within the sheriff's office since 1994. He is also active in the community, serving on the Calhoun County Elder Abuse Coalition, Michigan Prisoner Reentry Initiative, and the Battle Creek United Way. Saxton holds a bachelor's degree in criminal justice from Lake Superior State University, attended the Northwestern University School of Police Staff and Command, and the FBI National Academy.

Shea replaces Kevin McNeilly and will serve as the governor's designee for a term that expires at the pleasure of the governor. She is a certified child passenger safety instructor and buckle up coordinator for Safe Kids of Huron Valley. She previously worked with the Arab American and Chaldean Council, Gateway Community Health, Lifespan Clinical Services, and the Children's Home of Detroit. Shea holds a bachelor's degree in psychology from the University of Detroit Mercy.

Appointments to the commission are not subject to the advice and consent of the state Senate.



## More than 100 drunk drivers arrested during New Year's crackdown

Law enforcement agencies in 22 counties arrested 103 drunk drivers during a drunk driving crackdown December 27-January 1. This includes 30 drivers arrested for a blood alcohol content (BAC) of .17 or higher under Michigan's High BAC Law.

The Michigan Office of Highway Safety Planning coordinated the effort which was supported by federal traffic safety funds.

Officers made 3,106 traffic stops during which they issued 18 seat belt and child restraint citations, 209 speeding tickets, and 606 tickets for other traffic violations.

In addition, 50 fugitives were arrested and 156 uninsured motorists were cited.

Preliminary reports indicate 12 people died in traffic crashes over the New Year's holiday in Michigan, according to the Michigan State Police Criminal Justice Information Center. Half of the deaths involved alcohol and five of the people who died were unbuckled. This is a decrease from last year's New Year's holiday period when 14 people were killed in traffic crashes and five of those crashes involved alcohol.

## Commission forms new Distracted Driving Action Team

During the Michigan Strategic Highway Safety Plan update, distracted driving was identified as a traffic safety emphasis area that needed to be addressed to help reduce traffic deaths and injuries. To focus on this issue, the existing Governor's Traffic Safety Advisory Commission Driver Behavior and Awareness Action Team will be reorganized and renamed the Distracted Driving Action Team.

This narrower focus will allow for more targeted measures aimed at addressing this emerging safety concern.

Traffic safety partners interested in participating on the Distracted Driving Action Team should contact Linda Fechl at the Michigan Office of Highway Safety Planning by February 15 at fechl@michigan.gov or (517) 241-2533.

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## 2011 traffic fatalities declined by nearly 2 percent nationally

The U.S. Department of Transportation's National Highway Traffic Safety Administration recently released an analysis indicating highway deaths fell to 32,367 in 2011, marking the lowest level since 1949 and a 1.9 percent decrease from the previous year. The updated 2011 data shows the historic downward trend in recent years and represents a 26 percent decline in traffic fatalities overall since 2005.

While Americans drove fewer miles in 2011 than in 2010, the nearly 2 percent drop in roadway deaths significantly outpaced the corresponding 1.2 percent decrease in vehicle miles traveled. Other key statistics include:

>> Fatalities declined by 4.6 percent for occupants of passenger cars and light trucks (including SUVs, minivans, and pickups)

>> Deaths in crashes involving drunk drivers dropped 2.5 percent in 2011, taking 9,878 lives compared to 10,136 in 2010  
 >> Fatalities increased among large truck occupants (20 percent), pedalcyclists (8.7 percent), pedestrians (3 percent), and motorcycle riders (2.1 percent).  
 >> The number of people killed in distraction-affected crashes rose to 3,331 in 2011 from 3,267 in 2010, an increase of 1.9 percent.

An estimated 387,000 people were injured in distraction-affected crashes, a 7 percent decline from the estimated 416,000 people injured in such crashes in 2010. Thirty-six states experienced reductions in overall traffic fatalities, led by Connecticut (100 fewer fatalities), North Carolina (93 fewer), Tennessee (86 fewer), Ohio (64 fewer), and Michigan (53 fewer).

## National seat belt use rate reaches all-time high of 86 percent

According to the National Highway Traffic Safety Administration (NHTSA), seat belt use reached an all-time high of 86 percent in 2012 in the United States.

According to NHTSA's annual National Occupant Protection Use Survey, seat belt use has steadily increased since 1994, with the record high of 86 percent in 2012 representing a 2 percent increase over the previous year. The most dramatic increases in seat belt use were found in the southern region of the country, rising to 85 percent in 2012, compared to 80 percent in 2011. Seat belt use continues to be higher in states that have primary belt laws, which permit law enforcement officers to issue citations to motorists solely for not using a seat belt rather than requiring additional traffic violations.

Nationally, 32 states and the District of Columbia have primary laws requiring seat belt use, while 17 states have secondary laws on the books. New Hampshire is



the only state that has not enacted either a primary or secondary seat belt law, though the state's primary child passenger safety

law applies to all drivers and passengers under the age of 18.



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## Bowler to work with judges as state's new Judicial Outreach Liaison



A retired West Michigan judge will provide training, education, and technical assistance on traffic safety issues to trial court judges and other state officials as the state's new judicial outreach liaison (JOL).

Judge Patrick C. Bowler served as a judge with the 61st District Court in Grand Rapids for 24 years. He was elected in 1984 and served as chief judge for 10 years.

This position is being coordinated through the Michigan Judicial Institute, a training division of the State Court Administrative Office of the Michigan Supreme Court, and funded through the Michigan Office of Highway Safety Planning. As Michigan's JOL, Bowler will serve as a resource to judges on legal and evidentiary issues involving the adjudication of impaired driving and other motor vehicle-related cases.

A long-time proponent of sobriety courts, Bowler instituted a drug treatment court program for felons and misdemeanants in Kent County in 1998. In 2002, he founded a sobriety court program directed at multiple-offender misdemeanor and felony drunk drivers. He also founded a Hispanic sobriety court.

Sobriety courts, also called DWI or DUI courts, address the underlying behavior of the offense that brought an offender to the criminal justice system. They are designed to guide alcohol- and/or drug-addicted offenders into a treatment program that reduces their substance use dependence and improves their quality of life. Participants are closely supervised by a judge and supported by a team that includes addiction treatment providers, prosecuting attorneys, public defenders, law enforcement officers, and parole and probation officers.

"I strongly believe in the movement," Bowler said. "I believe DWI courts are successful in reducing recidivism and in improving public safety."

In fact, Bowler credits Kent County's drug and alcohol courts for his career's longevity.

"After 14 years of a revolving door at the courthouse where I was starting to see people whose parents and grandparents I had sentenced, I was considering retiring," Bowler said. "These courts literally gave me 10 more years on the bench. I had the feeling I was accomplishing something good for the community through these courts."

As JOL, Bowler hopes to help establish regional DWI courts in Michigan which serve offenders from several counties.

"We need to expand the availability and benefit of our DWI courts to all regions of Michigan to ensure that all eligible drunk driving offenders are given the opportunity to participate," he said.

Bowler is an honors graduate of Michigan State University (MSU) and the Detroit College of Law. He has served as an adjunct professor of law at MSU Law School where he taught criminal procedure and other criminal practice courses and as an adjunct professor of criminal law at the Thomas M. Cooley Law School.

He presently serves as faculty for the National Drug Court Institute, assisting in the development of drug treatment courts and sobriety courts nationwide. He has represented Michigan on the Congress of State Drug Court Associations and as a consultant to the Department of Justice, Bureau of Justice Assistance.

Bowler is a past president of the Michigan Association of Drug Court Professionals and continues to serve on the Board of Directors. In 2011, he was the recipient of the Thomas M. Cooley Law School Award for Public Service to his community.

He can be reached at [bowlerp@courts.mi.gov](mailto:bowlerp@courts.mi.gov).

## What's Ahead

### FEBRUARY

- 1-3 **Super Bowl XLVII impaired driving enforcement**  
[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)
- 28 **Lakeshore Traffic Safety Committee meeting**, Mercy Health Partners, Conference Room C, 1500 East Sherman Boulevard, Muskegon—10 a.m.

### MARCH

- 1 **Huron Valley Traffic Safety Committee Legislative Breakfast**, Weber's, 3050 Jackson Avenue, Ann Arbor—9 a.m.
- 13-18 **Drive Sober or Get Pulled Over crackdown**  
[www.michigan.gov/ohsp](http://www.michigan.gov/ohsp)

### APRIL

- National Distracted Driving Awareness Month**  
[www.focusdriven.org](http://www.focusdriven.org)

### Alcohol Awareness Month

[www.nih.gov](http://www.nih.gov)

- 9 **West Michigan Traffic Safety Committee Meeting**, Grand Valley State College, 1 Campus Drive, Russell Kirkhof Center—10 a.m.
- 15-19 **National Work Zone Awareness Week**  
<http://safety.fhwa.dot.gov>

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## UMTRI statistician assisting OHSP with data analysis requests through pilot project



The Michigan Office of Highway Safety Planning (OHSP) receives ongoing requests for traffic crash data. These include identifying traffic crash problems for annual OHSP planning, programming, and evaluation efforts, analyzing high-crash locations for countermeasure selection, or examining the impact of traffic safety laws.

Because these requests are often deadline driven and require comparisons of data over multiple years, it is important that the analysis be conducted consis-

tently and in a timely manner. Over time, these requests have placed increasingly higher demands on OHSP staff resources. To address this issue, OHSP is piloting a project with the University of Michigan Transportation Research Institute (UMTRI) by housing an UMTRI statistician at OHSP on a part-time basis.

Patrick Bowman is a statistician with the UMTRI Center for the Management of Information for Safe and Sustainable Transportation. He performs statistical analyses and is working to find new ways to use motor vehicle crash data in combination with other types of data, such as

injury data, for innovative research. He holds a master's degree in biostatistics and a bachelor's degree in biology from Grand Valley State University. He is also a member of the National Statistics Honorary Society Mu Sigma Rho.

This pilot project is an extension of an annual project UMTRI has with OHSP to provide the public with access to traffic crash data through the Michigan Traffic Crash Facts Web site. The pilot project began in December and will last through September 2013.

## Updated traffic crash data guide now available

The brochure, *Michigan Traffic Crash Data and Information: A Guide to the State's Free Resources*, was recently updated and is now available. This brochure outlines Web-based resources and reports that can be used to gather local crash data to assist with program development.

Current data is essential for accurately identifying traffic safety problems, planning effective enforcement efforts, and allocating resources appropriately.

Initiatives based on current crash data and related information have a greater likelihood of resulting in a reduction in crashes, fatalities, and injuries, ultimately saving lives.

Copies of this brochure can be ordered via requests e-mailed to [trafficsafety@michigan.gov](mailto:trafficsafety@michigan.gov) or faxed to (517) 636-5347. Allow two to four weeks for orders to be processed.



## OHSP offers free traffic safety materials

The Michigan Office of Highway Safety Planning (OHSP) offers more than 25 publications about underage drinking and drunk driving penalties, bicycle, pedestrian, and motorcycle safety, and seat belt and car seat use. Many of these brochures, flyers, and posters are available in English, Spanish, and Arabic.

Materials are available free of charge and quantities, unless otherwise noted, and are limited to 250.

OHSP also offers Click It the Cricket costumes for loan to assist schools, law enforcement agencies, and other organizations in promoting seat belt use to children.

A catalog and order form can be downloaded at [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp) under the Traffic Safety Materials link. For more information, e-mail [trafficsafety@michigan.gov](mailto:trafficsafety@michigan.gov).



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## Aftermath of Arizona v. Gant: The limited effect on search and seizure in vehicles

By Mark M. Neil, Senior Attorney National Traffic Law Center and Kenneth Stecker, Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan



The United States Supreme Court's decision in *Arizona v. Gant*<sup>i</sup> was arguably a limitation on the ability of law enforcement to conduct a search of an automobile incident to the arrest of the driver or an occupant. Seen by many as a curtailment of the practices under *New York v. Belton*<sup>ii</sup> by removing the incentive for pretextual stops, the actual impact of the decision may be academic rather than realistic.<sup>iii</sup>

In order to judge the impact of *Gant*, it is important to understand how limited in focus the holding really was. *Gant* was arrested well outside of his vehicle on an outstanding warrant for driving on a suspended driver's license. Officers had seen *Gant* drive by, park, and walk away from his vehicle. Incident to his arrest, a search of the car revealed a gun and a bag of cocaine in the pocket of a jacket in the backseat. The Court reasoned that because *Gant* was handcuffed and could not access the interior of the vehicle to retrieve weapons or evidence, the search was not justified.

### THE AFTERMATH

*Gant* provided direction for two situations: (1) when conducting a vehicle search incident to arrest when an arrestee is within reaching distance of the vehicle; and (2) when it is reasonable to believe the vehicle contains evidence of the arrest offense or warrant. The facts and circumstances of the case necessarily limited the application of *Gant* and, subsequently, its impact. It is important to note the two situations are distinct and not dependent on each other.

In the case of a search incident to arrest for any offense, the question is what is within reaching distance of the vehicle. The answer to this should most often be a factual determination and might be examined under the familiar "lunge and reach" case law precedents. The test here

would be whether it is reasonable for the officers to believe the subject is within reaching distance. Where the defendants were detained outside of the vehicle unrestrained, but not formally arrested, handcuffed, or secured and the officers outnumbered the detainees, a court could find the officers could not reasonably believe they were within reaching distance of the passenger compartment.<sup>iv</sup>

When the situation turns to an arrest for either an offense committed while in the vehicle or for an outstanding warrant, the question turns to when it is reasonable to believe the vehicle contains evidence of the offense or warrant. Because of the arrest, the probable cause otherwise required is not necessary and the officer's actions only need be reasonable. One Michigan court gave guidance to officers as to the reason to believe language in *Gant* where the search is for evidence of crime of arrest, in holding that it involved the facts known to the police officer at the time of the search, coupled with his common sense, based on his experience, training and the totality of the circumstances.<sup>v</sup>

Many times the offense itself determines that reasonableness. The offenses most often associated with vehicles are those involving driving under the influence or while impaired. The vehicle itself is an instrument of the crime as well as the conveyance of any evidence. A search incident to an arrest for driving under the influence will often reveal a wealth of evidence of consumption of the alcohol or other drugs causing the impairment such as empty alcoholic beverage containers, bar receipts, and drug paraphernalia.

In a situation where the arrest is made on the basis of an outstanding warrant unrelated to the operation of the vehicle, the underlying offense controls the reasonableness evaluation. Is it reasonable

to believe that the vehicle may contain drugs when arresting the driver on a warrant for sale or delivery of a controlled substance versus a warrant for driving on a suspended license as in the case of *Gant*? If there is no reasonable basis to believe the vehicle contains relevant evidence of the crime of arrest the nature of the offense would preclude a search incident to arrest.<sup>vi</sup>

### NAMED EXCEPTIONS

The Court also noted other exceptions to the warrant requirement that survived *Gant* and were available: frisk for weapons; probable cause of evidence of a crime; and protective sweeps.

An officer is permitted to frisk the vehicle's passenger compartment when they have reasonable suspicion that an individual, whether or not the arrestee, is dangerous and might access the vehicle to gain immediate control of weapons.<sup>vii</sup> Narrowing of the ability to search incident to arrest did not affect the validity of *Michigan v. Long*, and an officer is permitted to search a vehicle when safety or evidentiary concerns demand. When no arrest is made, officers may still search if they reasonably believe the suspect is dangerous and may gain immediate control of a weapon.<sup>viii</sup>

When conducting a search based on independent probable cause of the evidence of a crime, the fact of an arrest is irrelevant. Probable cause to believe a vehicle contains evidence of criminal activity has long been relied upon in permitting a warrantless search.<sup>ix</sup> *Gant* did not modify the standards regarding searches made pursuant to the automobile exception.<sup>x</sup> If probable cause exists to believe a vehicle contains evidence of criminal activity, an officer is allowed to search for evidence relevant to offenses *Continued on page 7 >*

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## Aftermath *Continued from page 6 >*

other than the offense of arrest and the scope of the search authorized is broader.<sup>xi</sup>

For example, the police lawfully searched a vehicle after the driver handed the officer a marijuana cigarette. This search was not the result of a traffic violation. Rather, the defendant's act of possession of marijuana inside a vehicle established probable cause.<sup>xii</sup>

A protective sweep involving a vehicle is one of officer safety<sup>xiii</sup> and the nature of the vehicle may control the extent of the sweep. Multi-passenger vans, recreational vehicles, motor homes, buses, and tractor-trailer rigs pose unique safety issues for roadside officers dealing with a suspect.

## OTHER EXCEPTIONS

Other exceptions not specifically outlined by the Court in *Gant* also survive and may be considered. While not an exhaustive list, the most common would include consent, abandonment, and plain view.

**Consent:** The easiest of all exceptions to the search warrant requirement is the one of consent. So long as the defendant makes a knowing and intelligent waiver of his rights, the officer may search without a warrant.<sup>xiv</sup> Such waiver must be both knowing and intelligent.<sup>xv</sup> The authority of the person giving the consent may be one factor to consider.<sup>xvi</sup>

**Abandonment:** If vehicle has been abandoned then privacy interests have also been abandoned and the officer is free to search the vehicle.<sup>xvii</sup> When a paper bag containing Oxycontin was found outside of a car and had not been seen there immediately prior by an officer, coupled with the passenger's denial of ownership or knowledge of the bag, a search and seizure of the drugs was permissible.<sup>xiii</sup>

**Plain view:** So long as the officer is in a position in which he is lawfully entitled

to be, anything plainly visible to him falls under this well-established exception.<sup>xix</sup> When an officer lawfully observed the presence of a rifle in plain view inside a vehicle, probable cause to believe the vehicle contained contraband allowed the vehicle to be searched without a warrant.<sup>xx</sup>

## CONCLUSION

*Arizona v. Gant*, while perhaps defining limits surrounding searches incident to an arrest of an occupant of a motor vehicle, permits those searches under better defined and reasonable circumstances. In its aftermath, *Gant* has had little, if any, effect on otherwise permissible and long-recognized exceptions to the search warrant requirement. While officers and

prosecutors may need to pay closer attention to the circumstances of a search and better articulate the legal justifications to the Court, the case has had little impact on the majority of searches incident to arrest.

*For more information on this article and PAAM training programs, please contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at [steckerk@michigan.gov](mailto:steckerk@michigan.gov). Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to these statutes with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practices in reliance on a reported change.*

- i. *Arizona v Gant*, 556 U.S. 332 (2009)
- ii. *New York v Belton*, 453 U.S. 454 (1981)
- iii. Seth W. Stoughton, *Modern Police Practices: Arizona v. Gant's Illusory Restriction of Vehicle Searches Incident to Arrest*, 97 Va. L. Rev. 1727 (2011)
- iv. *United States v McCraney*, 674 F3d 614 (6th Cir. 2012)
- v. *Michigan v Tavernier*, No. 302678 (Mich. App. 2012)
- vi. Stoughton, *supra*
- vii. *Michigan v Long*, U.S. 1032 (1983)
- viii. *People v Washington*, No. 291217 (Mich. App. 2010)
- ix. *United States v Ross*, 456 U.S. 798 (1982)
- x. *United States v Steele*, 353 Fed. Appx. 908 (5th Cir 2009)
- xi. *People v Howard*, No. 295018 (Mich. App. 2010)
- xii. *United States v Conerly*, 2010 WL 3641237 (E.D. Mich 2010)
- xiii. *Maryland v. Buie*, 494 U.S. 325 (1990)
- xiv. See *Schneckloth v. Bustamonte*, 412 U. S. 218 (1973)
- xv. *Schneckloth v. Bustamonte*, *supra*
- xvi. *People v Gouch*, No. 299706 (Mich. App. 2011)
- xvii. *California v. Greenwald*, 486 U.S. 35 (1988)
- xviii. *People v Gouch*, *supra*
- xix. *Coolidge v. New Hampshire*, 403 U.S. 443 (1971)
- xx. *People v Jackson*, 2012 WL 1320117 (Mich. App. 2012) (No. 303127)



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## NTSB recommends ignition interlocks for all first-time DWI, endorses development of passive alcohol-detection technology

In its study on wrong-way driving crashes, the National Transportation Safety Board (NTSB) cited alcohol-impaired driving as the leading cause of these collisions and recommended all first-offender alcohol-impaired drivers be required to have ignition interlocks installed on their vehicles.

An alcohol-ignition interlock is a device that prevents the engine from starting until a breath sample has been provided, analyzed for alcohol content, and determined to be lower than prescribed limits. Currently, only 17 states require interlocks for first-time offenders.

The NTSB also strongly endorsed the continued development of a passive alco-

hol-detection technology. The Driver Alcohol Detection System for Safety would prevent alcohol-impaired individuals from operating their vehicles by detecting alcohol in the driver's system through breath- and touch-based sensors.

The study found that of the approximately 260 fatal wrong-way collisions that occur each year, most happened at night and on the weekends, and were in the lane closest to the median. In addition to reducing the number of alcohol-impaired drivers on the road, recommended



mitigation efforts to prevent wrong-way accidents include better lighting, enhanced signage and roadway markings, and GPS devices that could provide a warning to alert drivers of wrong-way movements.

And, because older drivers are over-represented in wrong-way collisions, the NTSB asked all states to implement a comprehensive older driver safety program modeled on the one developed by the National Highway Traffic Safety Administration.

### Drive Slow Continued on page 8 >

A five-year review of U.P. crash statistics indicated:

- >> Men and women are equally involved in winter weather crashes
- >> Most crashes involve drivers 41 and older
- >> Weather-related crashes are focused in Houghton, Marquette, and Alger counties

The campaign's TV ads were shot during a major U.P. snowstorm last year and can be viewed at [www.youtube.com/ohsp](http://www.youtube.com/ohsp). In addition to the ads, weather-related informational flyers were distributed throughout the U.P.

### Kelsey's Law Continued from page 1 >

phones to report an emergency are exempt from the new law.

The Michigan Office of Highway Safety Planning (OHSP) will launch a statewide public information campaign about the new law in the coming months. OHSP is working with Kelsey's Law legislation supporters as well as teen driver traffic safety partners to develop campaign materials.

## Six agencies earn MACP Traffic Safety Awards



Six Michigan law enforcement agencies earned 2012 Awards for Excellence in Traffic Safety from the Michigan Association of Chiefs of Police (MACP), the Michigan Office of Highway Safety Planning (OHSP) and AAA Michigan. The awards will be presented at the MACP Winter Training Conference in February.

The awards recognize the outstanding commitment the winning law enforcement agencies have made during the previous year to promote overall traffic safety. Programs are judged on four components: the scope and duration of the project, the complexity or difficulty of the project, the degree of innovation involved, and the results achieved. Thirty-four applications were received, an increase over last year when 18 applications were submitted.

The winning agencies receive a plaque from AAA Michigan and will share \$50,000 in federal traffic safety funds from OHSP to purchase traffic safety equipment or enhance local traffic enforcement efforts.

Winning agencies are:

- >> Norton Shores Police Department—Grand Prize
- >> Michigan State Police Negaunee Post—1st Place
- >> Novi Police Department—2nd Place
- >> Auburn Hills Police Department—3rd Place
- >> Michigan State University Police Department—3rd Place
- >> Michigan State Police St. Ignace Post—3rd Place



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